

CMAP

FFY 2014-19

Transportation Improvement Program (TIP) Summary

Revised January 2016

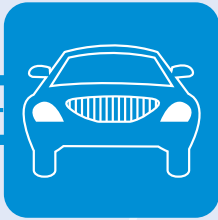


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This brochure aims to provide information to the public about:

- » The purpose of the Transportation Improvement Program (TIP)
- » The TIP's relationship to GO TO 2040
- » How members of the public can become involved in the TIP process
- » What agencies are involved in TIP preparation
- » Federal and non-federal fund sources used for TIP projects
- » The steps involved in development of the TIP

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The Chicago Metropolitan Agency for Planning (CMAP) is the official comprehensive regional planning organization for the seven counties of northeastern Illinois. CMAP's innovative GO TO 2040 Plan includes strategies to address transportation, housing, economic development, open space, the environment, and other quality of life issues. See www.cmap.illinois.gov for more information.

Introduction

The Transportation Improvement Program (TIP) is a six-year agenda of surface transportation projects throughout northeastern Illinois. Based on federal fiscal years that start on October 1, the TIP includes projects expected to receive federal funding. The TIP also lists regionally significant projects funded by non-federal sources.



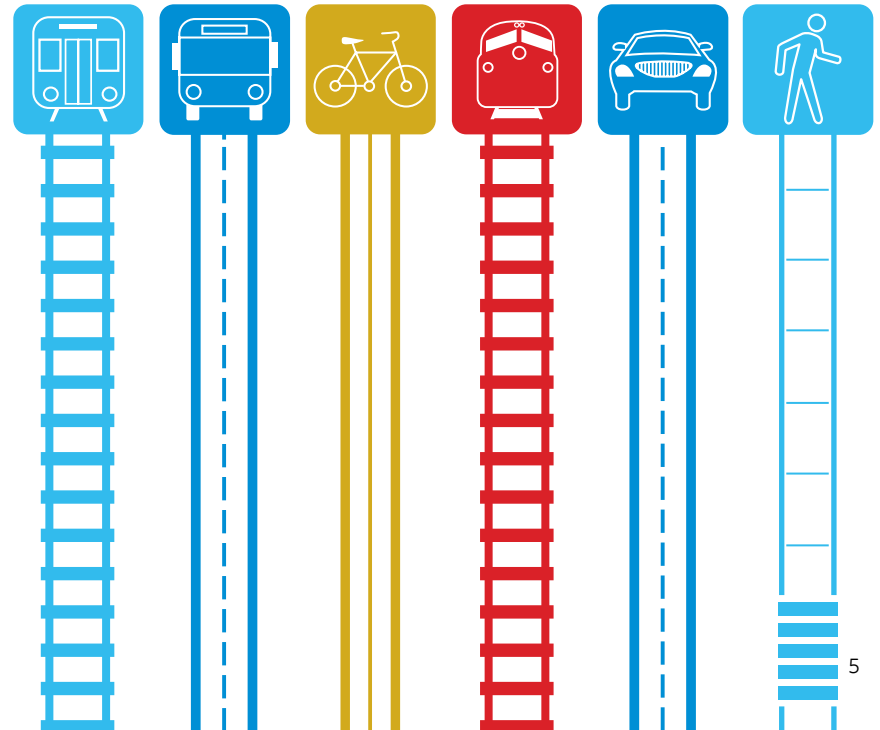
The TIP is a tool for communication between different levels of government and the general public. It helps the transportation community and public track the use of local, state, and federal transportation funds. The TIP also facilitates a discussion about regional transportation needs.

In short, the TIP helps transportation professionals, service implementers, and planning organizations establish a short-term transportation program to reflect the long-range transportation goals identified in GO TO 2040.

The TIP document consists of the following components:

- » Regional overview
- » Discussion of how the TIP implements GO TO 2040
- » Description of the agencies and steps in the TIP development process (including the various funding sources)
- » Metropolitan Chicago's fiscal plan for its transportation program
- » An overview of the region's response to federal requirements
- » A listing of the projects that make up the program
- » A guide to reading the TIP database and reports

Non-federally funded projects that are not regionally significant are not required to be included in the TIP. Many local municipal, township, county, state, and Tollway projects fall into this category.



Regional Overview

The TIP for northeastern Illinois includes projects in Cook, DuPage, Kane, Kendall, Lake, McHenry, and Will Counties and a portion of Grundy and DeKalb Counties. CMAP estimates that the region is home to more than 8.4 million people and has an employment base of 3.8 million.

Efficient regional transportation is vital for both intrastate and interstate commerce. The region's transportation needs are served by a complex network of road and transit facilities. According to the Regional Transportation Authority (RTA), northeastern Illinois has the nation's second largest transit system, which complements an extensive network of interstate and arterial roadways. Northeastern Illinois is also central to freight and aviation activities for the entire nation.

The responsibility for maintaining, improving, and expanding this infrastructure is shared by many entities, including the Illinois Department of Transportation (IDOT) and the Illinois State Toll Highway Authority (ISTHA), county governments, the City of Chicago, and more than 280 local municipalities. Transit infrastructure is under the jurisdiction of the RTA, its service boards (Chicago Transit Authority, Metra, and Pace) and private transportation providers. All of these entities are represented on CMAP's Metropolitan Planning Organization (MPO) Policy Committee, which, along with the CMAP Board, is the decision-making body for transportation planning in the region.

The TIP is the agenda of surface transportation projects developed by all of these entities to satisfy their responsibilities to maintain and improve regional infrastructure. The projects in the TIP reflect the ongoing evaluation of the regional transportation system by the agencies responsible for it.

DID YOU KNOW?

Riding public transportation is a significant way to cut passenger transportation energy use and greenhouse gas emissions. Each year, transit passengers reduce their own use of fuel by the equivalent of **1.8 billion** gallons of gasoline and reduce their own carbon dioxide emissions by **16.2 million** metric tons.

Source: www.apta.com/resources/statistics/Documents/FactBook/APTA_2010_Fact_Book.pdf.



Relationship of the TIP to GO TO 2040

GO TO 2040 is a comprehensive plan that establishes a vision for the seven-county CMAP region and lays out policies, strategies, and investments to realize that vision. GO TO 2040 covers the transportation system, land use and development patterns, the natural environment, economic development, housing, and social systems, including human capital.

Because our future depends on transportation, housing, water, education, jobs, air quality, and other factors, GO TO 2040 has analyzed the interactions of these elements to plan for a positive quality of life for our region's residents and workers. GO TO 2040 serves as our long-range regional transportation plan.

GO TO 2040 identifies specific major capital projects so long-range project studies may commence or continue, as well as to facilitate and guide implementation of projects or alternatives identified through those studies. GO TO 2040 is constrained by fiscal realities, so it does not include all major capital projects of merit. In some cases it identifies major capital projects that merit further study but cannot fit within the fiscal constraints. In several components of the plan, additional transportation improvements and strategies that will aid the region in meeting its vision are identified.

Detailed explanations of planned systematic and strategic improvements and major capital projects can be found in GO TO 2040 and its supporting documentation.

DID YOU KNOW?

Metra provides nearly **1.7 million** rides per week.

Source: www.metrarail.com/content/dam/metra/documents/ridership_reports/2009%20ANNUAL%20REPORT%20-%20WEBSITE.pdf.



IT'S A FACT...

Pace serves **210** communities in northeastern Illinois with a combined population of **8.4 million** people. The service area is more than **3,500 square miles** and is one of the largest bus services in North America.

Sources: www.pacebus.com/sub/about/history-facts.asp;
www.pacebus.com/sub/about/default.asp.

Programming in the TIP

Project programming is a dynamic process. Competition for limited funds arises from demands to maintain the system, make improvements to alleviate congestion, improve air quality and safety, and develop alternatives that respond to shifting travel demands and economic development opportunities.

There are more than 50 sources of funds the region uses to improve and maintain its transportation system. The projects in the TIP include engineering, right-of-way acquisition, and implementation of federally and non-federally-funded facilities. The projects in the TIP, along with the GO TO 2040 plan, are analyzed to assure they do not interfere with our region's goal for clean air. The results of this analysis is termed the conformity determination. The MPO has no knowledge of any regionally significant projects for which funding is available that are not included in the conformity determination.

Resources

TIP DATABASE	http://tip.cmap.illinois.gov/tip/default.aspx
TIP MAP	www.cmap.illinois.gov/programs-and-resources/tip/tip-data/tip-map
TIP OVERVIEW	www.cmap.illinois.gov/programs-and-resources/tip

IT'S A FACT...

- » For every **\$1** invested in public transportation, **\$4** in economic returns is generated.
- » Every **\$1 billion** invested in public transportation creates and supports **36,000** jobs.
- » Every **\$10 million** in capital investment in public transportation yields **\$30 million** in increased business sales.
- » Every **\$10 million** in operating investment yields **\$32 million** in increased business sales.

Source: www.apta.com/resources/statistics/Documents/FactBook/APTA_2011_Fact_Book.pdf.



TIP Development: The Steps from Plan to Program

Ever-changing regulations and regional needs make the development of the TIP a dynamic process. The following description applies to the current TIP development process.



1

Complete a Program of Planning Work

The framework for the planning process in northeastern Illinois is developed in the region's Unified Work Program for Transportation (UWP). The UWP identifies and coordinates a program of planning tasks limited by fiscal constraints. The UWP includes a range of planning activities, from long-range plan development to project-specific planning to project programming.

The UWP coordinates and programs the planning process, while the TIP coordinates and programs the implementation of the capital projects consistent with GO TO 2040.

2

Complete a Long-Range Plan

Metropolitan areas such as the CMAP region are required to have long range plans to guide transportation expenditures. GO TO 2040, northeastern Illinois' first truly comprehensive plan, was a major achievement in developing the region's plan requirement. GO TO 2040 is being implemented in part through the TIP and guides many of the region's transportation expenditures. For more information visit www.cmap.illinois.gov/about/2040.

GO TO 2040 encompasses not only specific projects, but also the policies, systems and strategies necessary to serve the region's future travel needs, which are expected to grow significantly between now and 2040.

3

Develop Project Proposals:

Engineering I, Engineering II, Right of Way, and Construction

Specific project proposals are developed from completed plans by local governments, transportation operators, and the State of Illinois. Several factors are central to consideration of these projects. For example, two engineering elements and a construction element are typically included in roadway project proposals. Right-of-way acquisition may also be required.

For roadway, bridge, bicycle, and pedestrian projects, phase I engineering is when existing conditions are determined; options and alternatives are explored; preliminary design sketches are developed; and environmental reviews, commensurate with the potential impacts of the project, are conducted. Phase II engineering is when construction plans and specifications are developed and quantities are estimated. If right of way is needed, it may be acquired concurrently with phase II engineering. In the construction phase, site preparation, facility construction, and inspection of the work takes place. Each of these phases may require a year or more, necessitating extensive advance planning on the part of implementers.

Public participation is an integral part of the transportation planning process and is included in the project development stages for all substantial project types. For major transit projects, an alternatives analysis is undertaken that may take from one to five years or more. Then the design and construction phases take place.

4

Coordinate with Subregional, Regional, and State Participants

Before an implementing agency submits a project proposal for inclusion in the TIP, it is programmed by the responsible subregional, regional, or state agency.

The Councils of Mayors, including the City of Chicago, transportation service operators, the State of Illinois, and other programmers, are provided estimates of federal funds available. After they prioritize proposed projects according to predetermined criteria and local funding constraints, the programming bodies allocate these estimated resources to the pool of project proposals and identify in which year(s) each selected project will take place. The resulting programs are submitted to CMAP for inclusion in the TIP.

Projects for which funding is not available in the TIP programming horizon may be listed by the implementing agency in the TIP illustratively as "MYB" for fiscal years. These projects can be moved into the TIP (as can other projects that are identified during the program year) if funds become available and if the projects meet air quality requirements discussed in the Conformity Analysis. A list of illustrative projects is available upon request.

5

Integrate and Publish the Programs

CMAP publishes the project proposals in the Proposed TIP after it receives programs of projects from the various implementing agencies.

6

Conduct Program Review, Revision, and Conformity Analysis

Following program integration, CMAP, along with representatives from implementing agencies and subregional bodies, review the proposed TIP for accuracy, compliance with federal fiscal constraint requirements, conformity with air quality regulations, and compatibility with regional plans.

7

Conduct Public Review and Comment Period

The Proposed TIP is released for a formal public comment period of at least 30 days.

Comments regarding the proposed TIP and conformity finding are solicited from interested parties and individuals. Public meetings to discuss the proposed TIP are held during the comment period, as well as one formal public hearing.

The comment period focuses on the program as a whole. Typically, discussion of individual projects in the program will have taken place much earlier in the TIP development process during implementing agencies' public involvement stage.

When the comment period ends, staff and the implementing agencies review the comments, respond, and make any necessary revisions to the proposed TIP. If revisions require a new air quality conformity analysis, staff incorporate any necessary changes into the documentation and release the resulting program for additional public comment.

8

Secure TIP Approvals

Following the public comment process, the CMAP Transportation Committee submits the proposed TIP to the MPO Policy committee and the Regional coordinating committee submits the proposed TIP to the CMAP Board with a recommendation for endorsement. After the endorsement, the Governor (or a designee) must approve the proposed TIP. Finally, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) must issue a finding of conformity on the TIP in consultation with the U.S. Environmental Protection Agency (U.S. EPA). If the finding is positive, projects in the TIP may proceed.

9

Revise the TIP

The dynamic nature of project programming and the large number of projects in the TIP result in numerous TIP revisions throughout the year. Revisions may be made to a project's fund source, cost, and/or timing, and projects may be added or dropped. Revisions to projects that affect air quality conformity are made semi-annually. There is a rigorous process for the submittal and approval of TIP revisions, which is detailed in Appendix 1 of the TIP document. TIP revisions are posted on the CMAP website, www.cmap.illinois.gov, on a regular basis.

DID YOU KNOW?

Studies by the American Public Transportation Authority (APTA) show that public transportation produces **95 percent less** carbon monoxide and nearly **50 percent less** carbon dioxide and nitrogen oxide per passenger mile than a private vehicle does.

Source: www.doityourself.com/stry/public-transportation#ixzz13mUn5Zue.

Transportation System Data

Transit Operating Characteristics

	ROUTE MILES	ROUTES	STATIONS	VEHICLES	ANNUAL RIDERS (IN MILLIONS)
CTA Bus	1,959	129	N/A	1,780	314.4
CTA Rail	104	8	146	1,190	231.2
Metra	488	12	240	1,215	81.3
Pace (fixed route)	4,490	192	N/A	695	35.4
Totals	7,041	377	383	5,046	597.5

Sources: Regional Transportation Authority - Mapping & Statistics (RTAMS) and National Transit Database (NTD). Dates vary. CTA Bus Route Miles, Routes, and annual riders: 2012; CTA Bus Vehicles: 2011; CTA Route Miles, stations, and Annual Riders: 2012; CTA Rail Vehicles: 2011; CTA Rail Routes: 2006; Metra Route Miles and Routes: 2006; Metra Stations: 2007; Metra Vehicles: 2011; Metra Annual Riders: 2012; Pace (Fixed Route) Route Miles, Routes, and Annual Riders: 2012; Pace (fixed routes) Vehicles: 2011.

2013 Highway Mileage by Five-Year Functional Classification

	STATE	COUNTY	TOWNSHIP	MUNICIPAL	TOTAL
Interstate	425	0	0	0	425
Freeway & Expressway	36	0	0	0	36
Arterials	2,238	1,168	57	786	4,249
Collectors	241	650	234	1,853	2,978
Local Roads	142	157	3,731	18,071	22,101

Source: Illinois Department of Transportation 2013 Illinois Highway and Street Mileage statistics, IDOT District 1 and Kendall County, 2013, <http://www.idot.illinois.gov/Assets/uploads/files/Transportation-System/Reports/OP&P/Travel-Stats/Illinois%20Highway%20and%20Street%20Mileage%20Statistics%202013.pdf>.

Roadway Lane Miles

Expressway	3,339
Arterials & Collectors	19,586
Local Roads	43,037

Source: 2013 Illinois Department of Transportation.

STATISTICS

- » An estimated **500** freight trains moving **37,500** rail cars through the region each day account for approximately **50 percent** of total rail freight movement in the nation.
- » Trucks make up **one of every six** vehicles on Illinois' urban interstates.
- » O'Hare Airport is the second busiest international air cargo gateway by value, representing **12 percent** of the value of all U.S. international air cargo.

Sources: OECD, 2012, p. 55. Data for the Chicago MSA; Chicago Metropolitan Agency for Planning GO TO 2040, 2010; Metropolis Freight Plan, 2004, p. 4; "America's Freight Transportation Gateways: Connecting Our Nation to Places and Markets Abroad," Bureau of Transportation Studies, Research and Innovative Technology Administration, 2009.



Agencies Involved in the TIP Development Process

Many agencies and groups help develop the TIP based on transportation-related legislation and regulations including federal laws such as the Moving Ahead for Progress in the 21st Century (MAP-21) Act and the Clean Air Act Amendments of 1990 (CAAA90). The types of organizations involved in the process include:

Local Government

Municipalities, park districts, councils of mayors, councils of government, and townships plan, design, engineer, construct, operate, and maintain local transportation facilities and services.

The Council of Mayors, an organization comprised of the City of Chicago and eleven subregional councils, represent the 284 municipalities in the transportation programming process. The suburban councils allow groups of municipalities to consider projects of mutual and subregional interest. Representatives of each suburban subregional council meet quarterly as the Council of Mayors Executive Committee to take action and discuss programming and other transportation matters. The Council of Mayors is a means for early public involvement in various transportation plans and programs developed in northeastern Illinois.

Counties

The Counties plan and program transportation improvements for their jurisdictions. This includes intersection improvements on county highways, signal interconnects on county highways, bicycle/pedestrian facilities, and some limited transit. They provide programming data to CMAP via the TIP on their transportation program to be accomplished within the next four years.

Federal Agencies

Congress enacts and federal agencies enforce regulations on transportation authorization legislation for a significant, though declining, portion of funding for the region's transportation projects. Transportation authorization legislation is an Act of Congress authorizing federal spending on transportation. Federal regulations, such as design standards, govern the development, review, and implementation of the federally funded projects in the TIP. The current authorization, MAP-21, dramatically reduced the number of federal fund sources from those included in previous authorizations.

IT'S A FACT...

The CTA is the nation's **second largest** public transportation system and accommodates more than a **million riders** daily.

Source: www.rtachicago.com/images/stories/About_the_RT/Financial_legal_documents/Factobook020210.pdf.

Regional Agencies

Regional agencies help plan, integrate, and coordinate policies and programs throughout the region across multiple jurisdictions. In the TIP development process, this means addressing the goals and objectives of GO TO 2040 as described throughout this document, developing a program of transportation improvements, and ensuring that legal and regulatory requirements are met, including assuring air quality goals are met and verifying that project costs do not exceed fiscal constraints imposed by funding limitations.

Operating Agencies

State of Illinois

The State plans, programs, finances, and implements major transportation projects throughout Illinois. These projects are listed in IDOT's six-year multi-modal program, which is updated annually. More information about the IDOT programming process can be found on the IDOT website.

Transit Agencies

The RTA's three service boards operate and maintain the region's transit system. Information on their programming processes is available on their websites (CTA, Metra, and Pace).

Class I Railroad Companies

Many Class I Railroad companies (those that have annual carrier operating revenues of \$250 million or more after adjusting for inflation) converge in the CMAP region. Class I Railroads participate in program development through their coordination with other regional transportation agencies and their participation in CMAP's committee structure.

Illinois Tollway

The Tollway operates, builds, and maintains an extensive toll highway system in northern Illinois, including the Jane Addams Memorial Tollway (I-90), Reagan Memorial Tollway (I-88), Tri-State Tollway (I-94/I-294), and the Veterans Memorial Tollway (I-355). The Tollway provides CMAP with data on their transportation plans and program. The Illinois Tollway website provides more information on their programming process.

Agencies Involved in the TIP Development Process

Local Government

City of Chicago	North Shore Council of Mayors
Central Council of Mayors	Northwest Council of Mayors
DuPage Mayors and Managers Conference	Park Districts
Kane/Kendall County Council of Mayors	South Suburban Mayors and Managers Association
Lake County Council of Mayors	Southwest Conference of Mayors
McHenry County Council of Mayors	Townships
North Central Council of Mayors	Will County Governmental League

Counties

Cook County	Kane County
DeKalb County (partial)	Kendall County
DuPage County	Lake County
Forest Preserve and Conservation Districts	McHenry County
Grundy County (partial)	Will County

Federal Agencies

Environmental Protection Agency (U.S. EPA)
 Federal Highway Administration (FHWA)
 Federal Transit Administration (FTA)

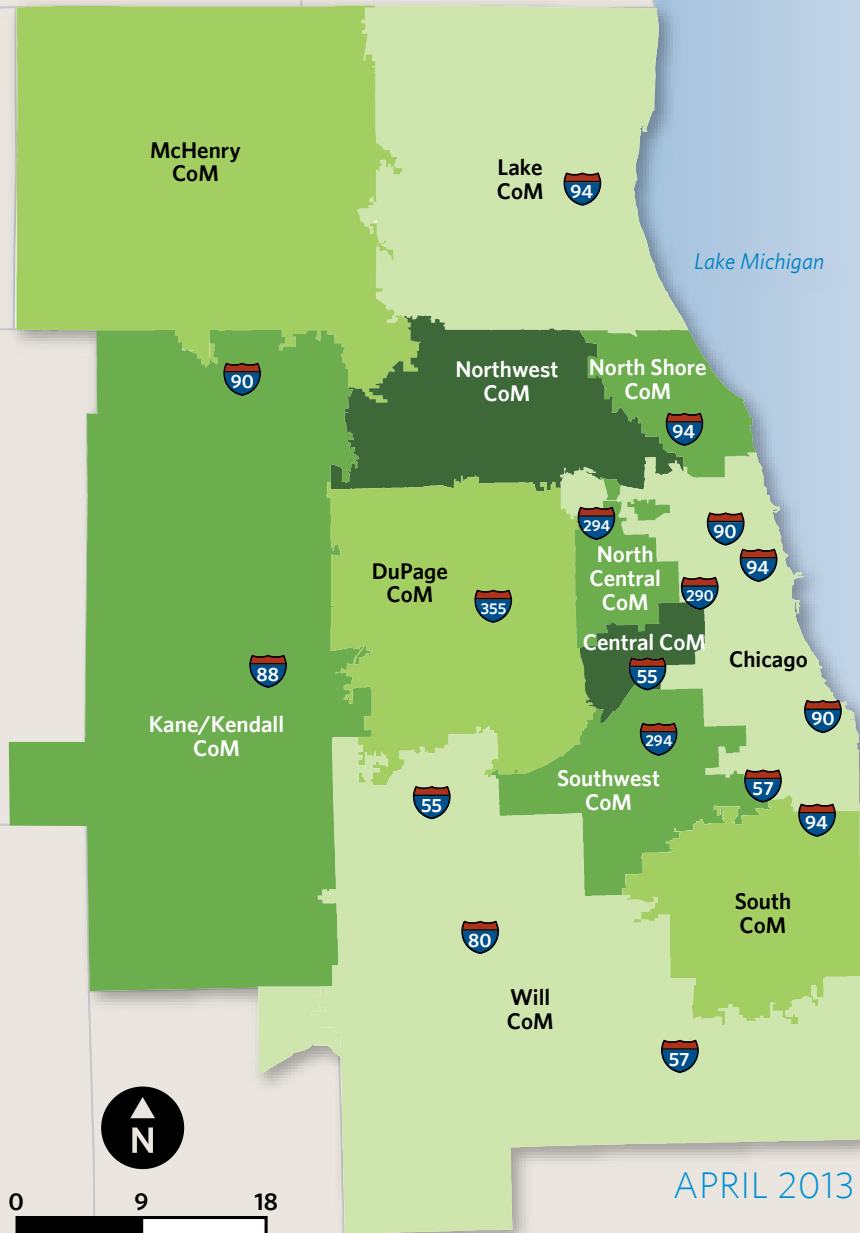
Regional Agencies

Chicago Metropolitan Agency for Planning
 Northwestern Indiana Regional Planning Commission
 Regional Transportation Authority
 Southeastern Wisconsin Regional Planning Commission

Operating Agencies

Chicago Transit Authority	Illinois DOT District 3 Division of Highways, Bureau of Programming
Class I Railroad companies	Illinois DOT Division of Public and Intermodal Transportation
Illinois Commerce Commission	Illinois DOT Office of Planning and Programming
Illinois Department of Natural Resources	Illinois DOT Safe Routes to School Program Office
Illinois DOT Central Office, Division of Highways	Illinois Environmental Protection Agency
Illinois DOT District 1 Division of Highways, Bureau of Local Roads & Streets	Illinois Tollway
Illinois DOT District 3 Division of Highways, Bureau of Local Roads & Streets	Metra
Illinois DOT District 1 Division of Highways, Bureau of Programming	Pace
	Private transportation providers

Regional Council STP Programming Boundaries



APRIL 2013

Council of Mayors Contact Information (Planning Liaisons)

COUNCIL OF MAYORS	PLANNING LIAISON	CONTACT NUMBER & EMAIL
North Shore	Brian Pigeon	(847) 296-9200 bpigeon@nwmc-cog.org
Northwest	Michael Walczak	(847) 296-9200 mwalczak@nwmc-cog.org
North Central	Leonard Cannata	(708) 453-9100 lcannata@westcook.org
Central	Tammy Wierciak	(708) 453-9100 twierciak@westcook.org
Southwest	Barbara Zubek	(708) 403-6132 zubek@swmayors.com
South	Dennis Latto	(708) 922-4677 dennis.latto@ssmma.org
DuPage	Mike Albin	(630) 571-0480 malbin@dmmc-cog.org
Kane/Kendall	Jackie Forbes	(630) 584-1170 forbesjackie@co.kane.il.us
Kane/Kendall	Patrick Knapp	(630) 584-1170 knapppatrick@co.kane.il.us
Lake	Bruce Christensen	(847) 377-7400 bchristensen@lakecountyil.gov
McHenry	Janell Jensen	(815) 334-4981 JLJensen@co.mchenry.il.us
Will	Mike Klemens	(815) 729-3535 mike.klemens@wcgl.org
City of Chicago	David Seglin	(312) 742-2762 david.seglin@cityofchicago.org

CMAP Contact Information

For more information or to get involved in the TIP decision-making process, contact project programmers or

- » Call CMAP at **(312) 454-0400**.
- » Visit CMAP offices, located at **233 S. Wacker, Suite 800, Chicago, IL 60606**.
- » Visit the CMAP website, **www.cmap.illinois.gov**.



Contact Information for Project Programmers

AGENCY	CONTACT	CONTACT NUMBER & EMAIL
Cook County	Jennifer Killen	(312) 603-1700 jennifer.killen@cookcountyil.gov
DuPage County	John Loper	(630) 407-6700 jloper@dupageco.org
Kane County	Tom Rickert	(630) 584-1170 rickerttom@co.kane.il.us
Kendall County	Francis Klaas	(630) 553-7616 fklaas@co.kendall.il.us
Lake County	Bruce Christensen	(847) 377-7400 Bchristensen@lakecountyil.gov
McHenry County	Scott Hennings	(815) 334-4970 SAHennings@co.mchenry.il.us
Will County	Bruce Gould	(815) 727-8476 bgould@willcountyillinois.com
City of Chicago	David Seglin	(312) 742-2762 david.seglin@cityofchicago.org
RTA	Donna Anderson	(312) 913-3200 andersond@rtachicago.org
CTA	Michael Connelly	(312) 681-4200 mconnelly@transitchicago.com
Pace	Vicky Tan	(847) 228-2480 vicky.tan@pacebus.com
Metra	Lynnette Ciavarella	(312) 322-8022 lciavare@metrarr.com
IDOT DPIT	Beth McCluskey	(312) 793-2116 beth.mccluskey@illinois.gov
IDOT Local Roads	Chad Riddle	(847) 705-4406 charles.riddle@illinois.gov
IDOT District 1	John Fortmann	(847) 705-4118 john.fortmann@illinois.gov
IDOT District 3	Thomas Magolan	(815) 434-8472 thomas.magolan@illinois.gov
Illinois Tollway	Rocco Zucchero	(630) 241-6800 rzucchero@getipass.com

For additional TIP information contact Ross Patronsky of CMAP at (312) 386-8796.

Municipalities by Regional Council of Mayors

City of Chicago

North Shore Region North Shore Council of Mayors

Evanston	Kenilworth	Northfield
Glencoe	Lincolnwood	Skokie
Glenview	Morton Grove	Wilmette
Golf	Northbrook	Winnetka

Northwest Region Northwest Council of Mayors

Arlington Heights	Hanover Park (also in DuPage)	Park Ridge
Barrington	Hoffman Estates	Prospect Heights
Bartlett (also in DuPage)	Inverness	Rolling Meadows
Buffalo Grove (also in Lake)	Mt. Prospect	Schaumburg
Des Plaines	Niles	South Barrington
Elk Grove Village	Palatine	Streamwood
		Wheeling

North Central Region North Central Council of Mayors

Bellwood	Hillside	River Forest
Berkeley	Maywood	River Grove
Broadview	Melrose Park	Rosemont
Elmwood Park	Norridge	Schiller Park
Forest Park	Northlake	Stone Park
Franklin Park	North Riverside	Westchester
Harwood Heights	Oak Park	

Central Region Central Council of Mayors

Berwyn	Hodgkins	McCook
Brookfield	Indian Head Park	Riverside
Cicero	LaGrange	Stickney
Countryside	LaGrange Park	Summit
Forest View	Lyons	Western Springs

Southwest Region Southwest Conference of Mayors

Alsip	Evergreen Park	Orland Hills
Bedford Park	Hickory Hills	Orland Park
Blue Island	Hometown	Palos Heights
Bridgeview	Justice	Palos Hills
Burbank	Lemont	Palos Park
Chicago Ridge	Merrionette Park	Willow Springs
Crestwood	Oak Lawn	Worth

South Region South Suburban Mayors and Managers Association

Burnham	Harvey	Posen
Calumet City	Hazel Crest	Richton Park
Calumet Park	Homewood	Riverdale
Chicago Heights	Lansing	Robbins
Country Club Hills	Lynwood	Sauk Village
Crete	Markham	South Chicago Heights
Dixmoor	Matteson	South Holland
Dolton	Midlothian	Steger
East Hazel Crest	Oak Forest	Thornton
Flossmoor	Olympia Fields	Tinley Park
Ford Heights	Park Forest	University Park
Glenwood	Phoenix	

DuPage Region DuPage Mayors and Managers Conference

Addison	Glendale Heights	Roselle
Bartlett	Glen Ellyn	Villa Park
(also in Northwest)	Hanover Park	Warrenville
Bensenville	(also in Northwest)	Wayne (also in Kane)
Bloomington	Hinsdale	West Chicago
Burr Ridge	Itasca	Westmont
Carol Stream	Lisle	Wheaton
Clarendon Hills	Lombard	Willowbrook
Darien	Naperville	Winfield
Downers Grove	Oak Brook	Wood Dale
Elmhurst	Oakbrook Terrace	Woodridge

Municipalities by Regional Council of Mayors

Lake Region

Lake County Council of Mayors

Antioch	Island Lake	Park City
Bannockburn	Kildeer	Riverwoods
Beach Park	Lake Barrington	Round Lake
Buffalo Grove	Lake Bluff	Round Lake Beach
(also in Northwest)	Lake Forest	Round Lake Heights
Deerfield	Lake Villa	Round Lake Park
Deer Park	Lake Zurich	Third Lake
Fox Lake	Libertyville	Tower Lakes
Grayslake	Lincolnshire	Vernon Hills
Green Oaks	Lindenhurst	Volo
Gurnee	Long Grove	Wadsworth
Hainesville	Mettawa	Wauconda
Hawthorn Woods	Mundelein	Waukegan
Highland Park	North Barrington	Winthrop Harbor
Highwood	North Chicago	Zion
Indian Creek	Old Mill Creek	

McHenry Region

McHenry County Council of Mayors

Algonquin	Huntley	Prairie Grove
Barrington Hills	Johnsburg	Richmond
Bull Valley	Lake in the Hills	Ringwood
Cary	Lakemoor	Spring Grove
Crystal Lake	Lakewood	Trout Valley
Fox River Grove	Marengo	Union
Greenwood	McCullom Lake	Wonder Lake
Harvard	McHenry	Woodstock
Hebron	Oakwood Hills	
Holiday Hills	Port Barrington	

Kane/Kendall Region

Kane/Kendall Council of Mayors

Aurora	Kaneville	Plattville
Batavia	Lily Lake	Sandwich
Big Rock	Lisbon	St. Charles
Burlington	Maple Park	Sleepy Hollow
Campton Hills	Millbrook	Somonauk
Carpentersville	Millington	South Elgin
East Dundee	Montgomery	Sugar Grove
Elburn	Newark	Virgil
Elgin	North Aurora	Wayne (also in DuPage)
Geneva	Oswego	West Dundee
Gilberts	Pingree Grove	Yorkville
Hampshire	Plano	

Will Region

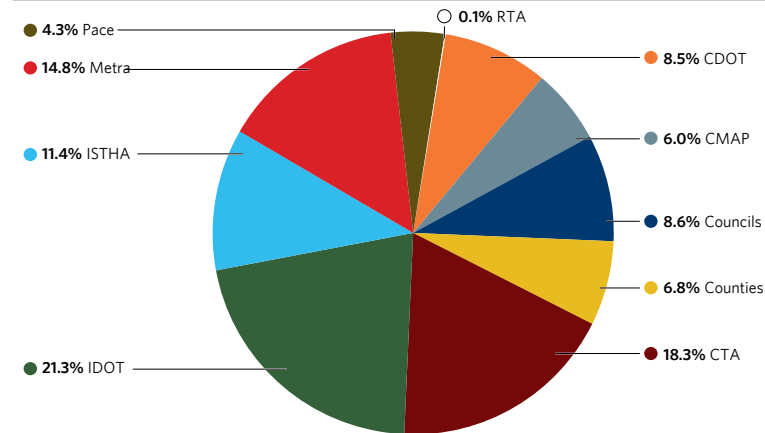
Will County Governmental League

Beecher	Godley	Peotone
Bolingbrook	Homer Glen	Plainfield
Braidwood	Joliet	Rockdale
Channahon	Lockport	Romeoville
Coal City	Manhattan	Shorewood
Crest Hill	Minooka	Symerton
Diamond	Mokena	Wilmington
Elwood	Monee	
Frankfort	New Lenox	

FFY 2014-19 TIP Information

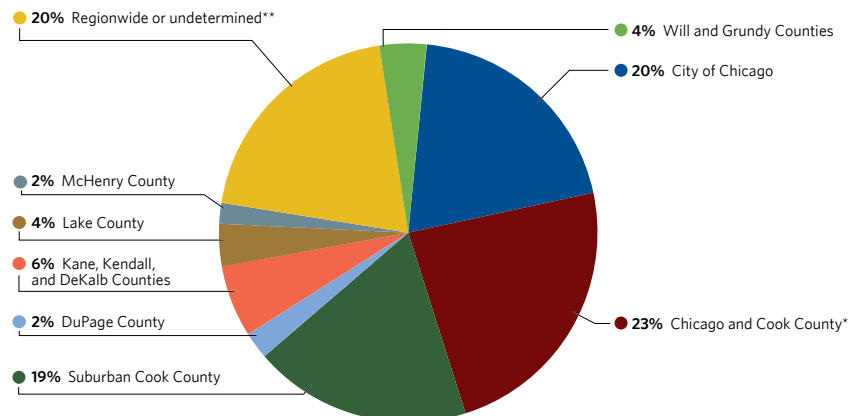
The charts below show the current level of funds programmed by programming agency and geographic location, including non-federal, regionally significant tollway and county projects. A total of **\$8,749,687,000** is programmed in the TIP, as of January 22, 2016.

FFY 2014-19 TIP by Programmers



Source: FFY 2014-19 Transportation Improvement Program database. As of January 22, 2016, Chicago Metropolitan Agency for Planning Transportation Committee.

FFY 2014-19 TIP by geographic area



Source: FFY 2014-19 Transportation Improvement Program database. As of January 22, 2016, Chicago Metropolitan Agency for Planning Transportation Committee.

*Multi-jurisdictional transit (CTA) projects in Chicago and Suburban Cook County.
**Multi-jurisdictional transit (Metra, Pace, and RTA) and highway (IDOT, ISTHA) projects.



IT'S A FACT...

Every day, nearly **30 million** trips are made by individuals using all modes of travel in the RTA's six county northeastern Illinois region.

Source: Chicago Regional Household Travel Inventory: Mode Choice and Trip Purpose for the 2008 and 1990 Surveys," www.cmap.illinois.gov/travel-tracker-survey.

Program Fund Sources

TIP projects receive federal funding through several sources administered by FTA and FHWA. Multiple non-federal programs also provide funding for TIP projects. All active TIP fund sources are listed, with abbreviations used in the TIP database and information on the agency that selects projects and programs projects in the TIP.



1 American Recovery and Reinvestment Act (ARRA) (LRA, Tiger, Tigger, TRA, TRA5309, HRA)*

Federal formula and discretionary funds provided by the 2009 ARRA for highway and transit projects. Programmed by subregional councils (LRA), service boards and IDOT.

2 Bridge Replacement and Rehabilitation Programs (BRR)*

Federal funds enabling states to improve the condition of their highway bridges through replacement, rehabilitation, and systematic preventive maintenance. Projects are selected and funds programmed by IDOT.

3 Congestion Mitigation and Air Quality Improvement Program (CMAQ)*

Federal formula funds for projects that will contribute to improving air quality and reducing congestion in areas that do not meet federal air quality standards. Projects are programmed by the CMAP Board and MPO Policy Committee, then implemented by the subregional councils and major implementing agencies.

4 Demonstration Projects: Congestion Relief, Urban Access and Mobility, and Innovative Projects (DEM)*

Federal funds for specific projects authorized by Congress in Sections 1104, 1106b, and 1107 of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and Section 149 of the Surface Transportation and Uniform Relocation Assistance Act of 1987. Projects are selected by Congress and programmed by the implementing agency.

5 Eastern Federal Lands Highway Program (PLH)*

Federal funds to support surveying, designing, and constructing of Forest Highway system roads, National Park Service roads, defense access roads, and other Federal Lands roads. Projects are selected and programmed by FHWA.

6 Equity Bonus (EQB)*

Federal formula funds to guarantee a minimum rate of return on states' contributions to the Highway Account of the Highway Trust Fund, and a minimum increase relative to the average dollar amount of apportionments under SAFETEA-LU predecessor legislation. Projects are selected and programmed by IDOT.

7 FTA Bus and Bus Facilities (5339)

This capital program provides funding to replace, rehabilitate, and purchase buses and related equipment, and to construct bus-related facilities. Projects are selected and programmed by the service boards. Before MAP-21 this fund source was a discretionary fund for Transit Alternatives Analysis with projects selected by FTA and programmed by the service boards.

8 FTA Livable Communities (FTA-LIV)

Federal discretionary funds that encourage transportation agencies and local governments to introduce proposed transportation improvements to communities in the early stages of the planning process. Projects are selected by FTA and programmed by the recipient service boards.

- 9 FTA Section 5307 (5307)**
Federal formula funds for capital improvements to transit systems in all urbanized areas of the country. Funds are allocated to the service boards by the RTA and projects are programmed by the service boards.
- 10 FTA Section 5309 — New Starts (5309A, 5309Cor)**
Federal competitive grants for rapid rail, light rail, commuter rail, automated guideway transit, people movers, and facilities for exclusive bus use. Recipients compete for these funds nationally. Projects are selected by the FTA and programmed by the recipient service boards.
- 11 FTA Section 5309 — Rail and Bus (5309B, 5309C)**
Federal formula funds for fixed guideway modernization (5309B) and bus and other projects (5309C). Projects are selected and programmed by the service boards.
- 12 FTA Section 5310 (5310)**
Federal formula funds for the purchase of specially equipped vehicles for the transportation of elderly and mobility-limited persons. Projects are selected and programmed by IDOT's Division of Public and Intermodal Transportation and the RTA.
- 13 FTA Section 5312 (5312)**
Federal competitive grants for deploying the cleanest and most energy efficient U.S. made transit buses. Projects are selected by the FTA and programmed by the recipient service board.
- 14 FTA State of Good Repair Grants (5337)**
Funding is limited to fixed guideway systems (including rail, bus rapid transit, and passenger ferries) and high intensity bus (high intensity bus refers to buses operating in high occupancy vehicle (HOV) lanes.) Projects are limited to replacement and rehabilitation, or capital projects required to maintain public transportation system in a state of good repair.
- 15 High Priority Projects (HPP, HPPLU, HPP21)***
Federal funds for specific High Priority Projects earmarked by Congress. Projects are selected by Congress and programmed by IDOT.
- 16 High Speed Rail (HSR-HHS)***
Federal funds for specific projects that will advance the development of High Speed Rail. Projects are selected by U.S. DOT and programmed by implementing agencies.
- 17 Highway Safety Improvement Program (HSIP)***
Federal formula funds for highway safety improvement projects on any public road or publicly owned bicycle or pedestrian pathway or trail. Projects are selected and programmed by IDOT.

- 18 Homeland Security (HLS)***
Federal grant funds that assist in the preparation, prevention, and response to terrorist attacks and other disasters can be used for planning, equipment, training, and exercise needs. Projects are selected by the Department of Homeland Security and programmed by the recipient agency.
- 19 Illinois Commerce Commission Grade Crossing Protection Fund (ICC)**
State funds to assist local highway agencies and railroads with the cost of making safety improvements at public highway-rail crossings on local roads and streets. Projects are selected and programmed by IDOT.
- 20 Illinois State Toll Highway Authority (TOLL)**
Funds collected by the ISTHA for exclusive use on the tollway system. Projects are included in the TIP for information only. Projects are selected and programmed by ISTHA.
- 21 Job Access and Reverse Commute (JARC)**
FTA formula funds provide grants for transportation services designed to transport low-income individuals to and from jobs and support development of transportation services between urban centers and suburban employment opportunities. Projects are selected and programmed by the RTA.
- 22 Local Funds (CTEF, Gen-Op, ILL, ILLT, MFT-ALL, MFT-Loc, OTH, RTA)**
Local funds for transportation projects, including General Revenue (Gen-Op) funds, State of Illinois (ILL, ILLT) funds, allocated motor fuel taxes (MFT-ALL), locally imposed motor fuel taxes (MFT-Loc), and RTA's funds from the State of Illinois (RTA) and local jurisdictions (CTEF). Projects are selected and programmed by local agencies, service boards, RTA, and/or IDOT.
- 23 National Corridor Planning and Border Infrastructure Programs (NCP)***
Federal competitive funds for the coordinated planning, design, and construction of corridors of national significance that have the capacity to impact economic growth and international or interregional trade. Projects are selected by FHWA and programmed by IDOT.
- 24 National Highway Performance Program (NHPP)***
Federal formula funds for projects on National Highway System (NHS) bridges and roadways. These consist of interstate highways and other principal arterials that support progress toward achievement of national performance goals for improving infrastructure condition, safety, mobility, or freight movement on the NHS. Projects are selected and programmed by IDOT.
- 25 National Highway System Program (NHS)***
Federal formula funds for projects on the National Highway System. Projects are selected and programmed by IDOT.

- 26 **New Freedom (NEWF)**
FTA formula funds for grants to encourage services and facility improvements to address the transportation needs of persons with disabilities that go beyond those required by the Americans with Disabilities Act. Projects are selected and programmed by the RTA.
- 27 **Projects of National and Regional Significance (NRS)***
Federal funds designated for the CREATE program and O'Hare western access. Projects are selected by U.S. DOT and programmed by IDOT.
- 28 **Rail-Highway Grade Crossings (RHGC)***
Federal formula funds for safety improvements to reduce the number of fatalities, injuries, and crashes at public grade crossings. Projects are selected and programmed by IDOT.
- 29 **Rail Line Relocation and Improvement Program (RLRIP)***
Federal formula funds for the elimination of hazards and/or the installation/upgrade of protective devices at rail-highway crossings. Projects are selected and programmed by IDOT.
- 30 **Recreational Trails Program (RECTP)***
Federal formula funds for the development and maintenance of recreational trails and trail-related facilities for both nonmotorized and motorized recreational trail uses. Projects are selected and programmed by IDNR.
- 31 **Safe Routes to School (SR2S)***
Federal formula funds for projects that enable and encourage primary and secondary school children to walk and bicycle to school. Projects are selected by IDOT and programmed by subregional councils, CMAP, and/or IDOT.
- 32 **Service Board (SB)**
State formula funds from the Illinois state sales tax collected in the six-county RTA service area distributed to CTA, Pace, and Metra. Programmed by the service boards.
- 33 **Special Assessments, Tax Increment Financing and Private Sources (PRV)**
Funds from private entities and/or special assessments over and above the standard property tax rate and/or special taxing districts designed to finance local governments' infrastructure improvements. Projects are selected and programmed by the implementing agency or subregional council.
- 34 **Surface Transportation Program (STP-L, STP-U, STP-R, STP-C)***
Federal formula funds for federal-aid eligible highways, public bridges, or transit capital projects. Projects selected and programmed by subregional councils (STP-L), local governments (STP-C), and IDOT (STP-R, STP-U).

- 35 **Surface Transportation Program Priorities and Earmarks (SEC112, SEC115, SEC117, SEC125, SEC129)***
Federal funds for projects identified by the U.S. Congress and programmed by IDOT.
- 36 **Transportation Alternatives Program (TAP-S and TAP-L)***
Federal formula funds for the development and maintenance of recreational trails and related facilities; projects that provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs; and projects such as landscaping, streetscaping, historic preservation, and others that enhance the transportation system. Project selection is by IDOT (TAP-S) and CMAP (TAP-L). Projects will be programmed by subregional councils, IDOT, and/or CMAP.
- 37 **Transportation and Community System Preservation (TCSP)***
Federal competitive grant funds for planning, implementation, and research to investigate and address the relationships between transportation, community, and system preservation and to identify private sector-based initiatives. Projects are selected by FHWA and programmed by IDOT.
- 38 **Transportation Enhancement Program (STP-E)***
Federal formula funds for projects such as bicycle and pedestrian facilities, historic preservation and others that enhance the transportation system. Projects are selected by IDOT and programmed by the subregional councils, CMAP and IDOT.
- 39 **Transportation Infrastructure Finance and Innovation Act (TIFIA)**
Not a federal fund source per se, TIFIA is a federal credit assistance to public agencies for transportation projects of national and regional significance. Projects are selected by and programmed by FHWA.
- 40 **Transportation Investment Generating Economic Recovery (TIGER)**
Discretionary federal funds to support projects that will have a significant impact on the Nation, a metropolitan area, or a region. Projects are chosen by the Federal Highway Administration and programmed by Council of Mayors, CDOT, Counties, IDOT, or Illinois Tollway.

* Note: Federal fund sources may appear in the TIP with "-AC" as a suffix to indicate that the Advance Construction funding mechanism is being utilized. Advance Construction is a cash flow technique used by IDOT to maximize the use of federal funds. When a project is placed in AC status, the FHWA has authorized the project to move forward with non-federal means with the option to seek reimbursement of federal funds at a later point. It does not affect the scheduled implementation of the project.

Frequently Asked Questions

Q: How can I find out if there is a proposed project in my area?

A: If you live in the city of Chicago, contact CDOT at (312) 744-1987. If you live in the suburbs, contact the Planning Liaison (PL) to the Council of Mayors for your area (see page 23).

CMAP has created an interactive TIP map for project look up. The TIP map does not require special software. If you have questions regarding a specific project found on the map, the project information includes a point of contact for each project. The TIP map is located at www.cmap.illinois.gov/programs-and-resources/tip/tip-data/tipmap.

The TIP database contains information for all projects within the TIP. The web interface is available at <http://tip.cmap.illinois.gov/tip/default.aspx>. You can search for a project by programming agency (implementer), municipality, fund source, county, etc. without logging in. CMAP staff is always available to assist at 312-454-0400.

Q: How can I propose a project?

A: If you have a project proposal for CTA, Pace, or Metra, contact those agencies directly. For the City of Chicago, contact CDOT. For the suburbs, contact the Planning Liaison to the Council of Mayors for your area. See the Project Programmers beginning on page 23 for contact information.

Q: How can I participate?

A: You can attend meetings held by CMAP or any of the project programmers or visit CMAP's website at www.cmap.illinois.gov for additional TIP information.

Major Capital Project Locations

Below is a list of the fiscally constrained projects included in the GO TO 2040 Update.

Expressway Additions: Express Toll Lanes

- I-55 Stevenson Express Toll Lanes
- I-290 Eisenhower Express Toll Lanes

Expressway Additions: Interchanges and Improvements

- | | |
|-------------------------|--|
| Circle Interchange | I-190 Access and Capacity Improvements |
| I-294/ I-57 Interchange | I-90 Jane Addams Tollway |

Transit Improvements

- | | |
|--|--------------------------------------|
| CTA North Red/Purple Line Modernization | Metra SouthWest Service Improvements |
| West Loop Transportation Center Phase I Improvements | Metra UP North Improvements |
| Metra Rock Island Improvements | Metra UP West Improvements |

New Projects and Extensions

- | | |
|------------------------------|---|
| CTA Red Line South Extension | Illiana Expressway |
| Elgin O'Hare Western Access | Metra UP Northwest Improvements and Extension |
| IL 53/120 Tollway | |

For more information on major capital projects identified in the GO TO 2040 update, please visit www.cmap.illinois.gov/about/2040/update.



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